

FINAL INSTRUCTIONS FOR BENNING RACES

Everything in Readiness for Auto Classic Tomorrow.

Drivers, mechanics, judges, starters and other officials of the auto races to be held at Benning track tomorrow met last night at the headquarters of the American Auto Racing Association, in the Washington Loan and Trust Company building, for final instructions.

The rules were carefully gone over and each point explained. "Safety First" must be observed by all the entrants. H. E. Duckstein, referee, in explaining the rules, laid especial emphasis on the flag signals. Should anything go wrong a yellow flag will be displayed and all drivers will be forced to stop, and after the track is cleared the race will be continued.

There will be six races on the program, starting at 2 o'clock, and 21 drivers have registered. One of the big features will be a match race between William Weightman, recent purchaser of Irving Barbour's "Eye See Bee" and William Dickinson, millionaire sportsman, of the Newark and Sheepshead Bay tracks, driving Stutz. The "Eye See Bee" is the fastest car in Washington and the Stutz is considered one of the fastest cars on the northern tracks.

William Weightman challenged Dickinson and Eddie Voltz, sr., of the American Auto Racing Association, received a telegram last night that Dickinson would be here to meet the challenge. The race will be from one to ten miles, at the option of Dickinson. Arrangements are being made to present the winner with a cup and interest among auto men in this match is running high. Dickinson recently won fame by capturing first prize at the New race track on the 4th of July.

The races, while under auspices of the local organization, are sanctioned by the American Automobile Association, who have assigned H. C. Chandler as their official representative.

H. E. Duckstein will be referee. C. Royce Hough will be official starter and Percy Kenyon assistant starter.

Other officials will be: Clerk of the course, William McCandless; chief timer, W. O. Duckstein; timers, J. C. Wheeler,

W. I. Stewart and George Weigle; scorers, J. A. Hendley, J. Schulerman and E. A. Monouse; judges, Otto Jacoby, Harry Ward and M. W. Sohn; umpires, Lieut. A. Vonstetter, E. M. Dodson, F. V. Theune, J. L. Ward and R. N. Wolfe.

SPANISH WAR VETERANS LEAVE FOR CHICAGO

Members of the United Spanish War Veterans of this city left yesterday for Chicago, where their thirteenth annual encampment will be in session until Thursday. Headed by Lee H. Harris, department commander, twenty-five men left yesterday afternoon. Others who went were Charles J. P. Weber, junior vice department commander; H. B. Coulter, department adjutant; John Farnier, department quartermaster.

With a number of "boosters" for his candidacy for commander-in-chief, Past Department Commander Daniel V. Chisholm left the city last night.

The encampment will consider placing the national headquarters of the organization in Washington, and also the confederation of the Bolo clubs, composed of soldiers and sailors.

TWO RUNAWAYS DAY'S TOLL

One Collides with Auto; Other Tears Off Male's Hoof.

A wagon owned by D. F. Groff, 819 Ninth street northwest, and driven by William Henry, collided with an automobile owned and operated by Warren Duler, of Benning, D. C., yesterday on New York avenue, between Thirteenth and Fourteenth streets northwest. Both vehicles were slightly damaged.

Becoming unmanageable at Wisconsin avenue and Thirteenth street northwest, yesterday morning, a four-mule team owned by L. Morgan Johnson, ran away. One of the mules caught a rear foot between the front wheel and the curb, tearing off the hoof. The driver, William Thomas, of Arlington, Va., was unhurt.

BORDER STATUS UNCHANGED.

Gen. Pershing Reports Conditions Remain the Same.

Columbus, N. M., Sept. 2.—"There is no change in the status of the Mexican situation to my knowledge," said Gen. John J. Pershing, commander of the punitive expedition, on his arrival here today to inspect the troops at this post.

Strike Order Rescinded as Eight-Hour Bill Is Passed

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bate much of which was conducted under circumstances singularly dramatic. It concluded two weeks of suspense during which the nation had been confronted with a strike order set to become operative on the great railroads tomorrow.

The President will sign the bill at the White House this morning.

The bill incorporated only two of the six measures suggested by President Wilson to Congress. It provides: 1—An eight-hour day for all employees in operating trains on interstate railroads with the same pay as is now given for ten hours work and pro-rata overtime pay.

2—A commission to be appointed by President Wilson to investigate and report on the effects of the eight-hour day as applied to railroads.

The remainder of the legislative program has been abandoned, for this session of Congress at least.

Enrolled Copy of Bill Signed Without Delay

The enrolled copy of the Adamson bill was signed by Speaker Clark, of the House, at 8:10 o'clock. Six minutes later President Pro Tem Clarke, of the Senate, affixed his signature.

A special messenger hurried to the White House, where Executive Clerk Forster was waiting to receive the document.

It was said there that the measure would be signed as soon as the President returned from Shadow Lawn this morning.

The Department of Justice decided that there was no legal prohibition against signing the bill on Sunday.

The Senators had not labored under such tension and suppressed excitement since President Wilson drove through Congress legislation to repeal toll exemptions in the Panama Canal act.

Throughout the day there were outbreaks of passion, bitterness and politics. The galleries were filled with spectators, who sat patiently during the long discussion.

While certain of the Republican Senators were opposing the bill and at times denouncing the attitude of the brotherhoods as a hold-up, Elisha Lee, chairman of the national conference committee of railroad managers, smiled his approval.

President Is Charged With Playing Politics

At times President Wilson was charged with playing petty politics just before election.

Senator Sherman, of Illinois, charged that the Senate was "building a legislative structure on the sand" and declared that "when the storm comes it will fall."

Republicans with but few exceptions denounced the measure in bitter terms.

Despite vigorous opposition to the plan to rush the bill through without amendment, which found voice on both sides of the chamber, there was an air of satisfaction that manifested itself over the admitted fact that the danger of a nationwide strike had been averted.

Several amendments were voted down with practical unanimity. Just as the hands of the clock facing the Vice President's chair touched the 6 o'clock mark, President Pro Tem Clarke rapped with his gavel and announced that the hour had come when the final vote was to be taken.

Senator La Follette made a futile effort for a final word. The occupants of the galleries leaned forward in expectancy. An intense silence prevailed as the clerk began to call the roll. The vote was tallied, and when announced by the clerk, the galleries broke out in applause. No effort was made to suppress the demonstration, which was a violation of the rules of the Senate. It continued for a moment, and as it died down, over in the men's galleries there were heard two or three faint hisses of disapproval.

Provisions Made for Alteration of Bill

Those in charge of enrolling the measure had it prepared with a view to every possible change or alteration. The enrolled copy, just as it passed the House, was lying on the Speaker's desk when the vote was being taken in the Senate. A clerk carried the official message that the Senate had concurred in the House bill.

In the presence of the House, whose

membership had dwindled down to less than three-score, Speaker Clark affixed his signature. The bill was then rushed back to the Senate, where the Acting President pro tempore put his name to it, and it was sent on its way to the White House, to await the disposition of the President.

It was the original intention to send the bill to Shadow Lawn had it been passed sufficiently early. It was found, however, that the messenger could not reach there in time. A telephone conference with the White House officials showed that President Wilson would arrive in Washington early this morning. The decision then was reached to keep it here and let the President sign it this morning.

The first amendment voted upon was that of Senator Underwood giving the Interstate Commerce Commission power to fix wages and hours of labor. The fourteen who supported it were: Democrats—Bankhead, Bryan, Clarke (Ark.), Hardwick, Lee (Md.), Newlands, Saulsbury, Smith (Md.), Thomas, Underwood, Williams; Republicans—Gallinger, Norris and Warren.

Newlands Offers Plan to Protect Railroads

Senator Newlands then offered his amendment to penalize those who willfully hindered or obstructed the movement of trains, this amendment being identical with existing law relative to operation of mail trains. It was rejected by a vote of 52 to 14. The affirmative votes were cast as follows:

Democrats—Bryan, Clarke (Ark.), Hardwick, Hitchcock, Lee (Md.), Newlands, Shields, Thomas, Underwood; Republicans—Borah, Brandegee, Gallinger, Warren and Weeks; total 14.

Senator La Follette vigorously advocated an amendment that would remove the possible danger of repealing the present law prohibiting employment of railroad men for more than sixteen hours and providing drastic penalties therefor.

It was rejected by a vote of 44 to 26, after a hard fight by the Wisconsin Senator. Those who favored this amendment were: Republicans—Brady, Clapp, Cummins, La Follette, Jones, Kenyon, La Follette, McCumber, McLean, Nelson, Norris, Smith (Mich.), Smoot, Sterling, Wadsworth, Warren, Weeks, Dillingham, Curtis, Oliver, Penrose, and Sherman. Democrats—Hitchcock, Myers, Thomas. Total, 26.

A substitute in the shape of a straight eight-hour day with authority in the Interstate Commerce Commission to fix the wages not only of workmen, but of the salaries of officials, offered by Senator Norris, was rejected without a roll-call.

EIGHT-HOUR MEASURE NOT CHANGED IN SENATE

For the first time in many years the Senate yesterday accepted a House bill without amendment, when the eight-hour law for railroad employees was passed as agreed to by the Lower Branch.

Speaker Clark and other Democratic leaders could not recall the last time that the Senate had agreed with all the provisions of a House bill of any importance. The railroad eight-hour law was signed by the Speaker, one minute after it had passed the Senate by a vote of 43 to 28, and at 6:17 p. m., or twelve minutes later, the measure was signed by Senator Hughes, acting president of the Senate, and was on its way to the President for the signature that would make it law and prevent the threatened strike.

In the debate in the Senate it was frequently mentioned that amendments should not be added because of the lack of a quorum in the House, but a demand for tellers on the Webb bill disclosed 25 members present, so that the bill would have been passed were a roll call ordered.

GENERAL DEFICIENCY BILL PASSES SENATE

Following the passage of the eight-hour bill, the general deficiency bill was called up and passed in the Senate last night without extended debate or material amendment.

The action leaves the Senate calendar clear for the continued consideration of the emergency revenue bill on Monday.

with the prospect of its passage before the Senate adjourns probable. With the completion of the railroad legislation yesterday, it is certain that Congress will be able to wind up the activities of the present session by next Thursday.

DEPARTMENT NAMES RECRUITING OFFICERS

Orders from the Department of the East naming Maj. Thacker V. Walker, Maj. Luther Reichelderfer, Maj. John C. Whitaker, Capt. Edward M. Nevils, Capt. D. Spencer Bliss and Capt. Alfred R. McGonagall as recruiting officers for the National Guard of the District of Columbia were received at Camp Ordway yesterday.

These officers are directed to move recruiting headquarters from Camp Ordway to Washington, and are allowed a detail of one sergeant, one corporal and one private for their work in the city. Battery A has started a recruiting campaign, sending one noncommissioned officer and four privates in the city each day. They brought out four men for enlistment, but only one, Joseph J. Garner, was accepted and enlisted.

The Third Infantry also enlisted one man, Mike Linskey, yesterday.

PREPARATIONS COMPLETE FOR MT. RAINIER FETE

All arrangements have been completed for the opening tomorrow of Mount Rainier's annual carnival.

Sensor Blair Lee will deliver an address at the carnival grounds at 4 o'clock, and the king and queen of the carnival will formally open the festivities.

Miss Emily Peckham has been chosen as queen of the carnival and has selected as prince consort Mr. Perry Martin.

The parade, with Marshal William Lewis at its head, will form at Thirty-seventh and Newton streets at 3 o'clock and march to the carnival grounds.

The amusement and refreshment booths, the dancing pavilion and everything necessary to the affair is in readiness for the two-weeks' revelry.

RAILWAY EXCURSION HAS MANY FEATURES

Athletic Events and Dancing at Glen Echo Park.

More than 2,000 people attended the first annual field day of the Washington Railway and Electric Athletic Association yesterday at Glen Echo Park. Nearly all the members of the association and their families were at the park and the day was spent in athletic events for young and old, prizes being given to all winners. Dancing was the feature of the evening.

The "association girl," Miss Miriam Clarke, was on the grounds all day and open to the public to discover. Little Miss Furrow properly approached her during the evening. Several company officials and directors acted as judges for the events.

The winners of the various events follow:

100-yard race—Robert Grace, first; William Bloomer, second; C. A. Langley, third. Running broad jump—Ted Sullivan, first; Robert Grace, second; W. J. Prinsell, third. Boys' 100-yard dash, handicap—J. Richardson, first; George Sullivan, second; John Smith, third. Potato race: girls under 12—Gladys Johnston, first; Elizabeth Fall, second; Dorothy Reiter, third. Marathon (Cabin John Bridge to Glen Echo)—C. A. Langley, first; William Bloomer, second; W. Robinson, third. Ladies' 50-yard dash—Marie Quade, first. 100-yard dash for married men—Robert Grace, first; B. T. Hunter, second; J. H. Molloy, third. Shot-put—Ted Sullivan, first; P. Swainson, second; C. W. Travers, third. Relay race—Sullivan, Grace, Deke, and Shultz. Tug of war—Washington Railway Employees Department (Dennis Towner, W. Towner, A. Lejeune, Ed. Staub, and E. Mann). Obstacle race—J. H. Molloy, first; Ted Sullivan, second; T. S. Gullis, third. Three-legged race—Ted Sullivan, first; Robert Grace, second. Mixed double race—Robert and Mary Grace.

German Women as Harvesters.

Berne, Sept. 2.—A decree promulgated in the principality of Lippe threatens all women who refuse to work in the fields as harvesters with punishment. Those who, as wives of soldiers of the front, are drawing separation allowances, will be deprived of them.

Inspect Today!

Entire Square of New Homes

1118-24 Eye Street N. E.

Only Four Left Open to 9 p. m.

Six rooms, tile bath, hot-water heat, electric lights, double porches, laundry, servants' toilet, fine cellar, parquetry flooring, paved alley, metal columns on front porches, convenient to two car lines.

Price, \$3,990 \$300 Cash Balance Monthly

Biggest Bargain Ever Offered in This Section at the Price.

H. R. Howenstein Co.

1314 F ST. N.W. or 7th and H Sts. N.E.

402 Seventh Street **THE Gamond Company, Inc.** 402 Seventh Street

Have You Seen Our Stunning New Fall Suits?

Real \$25.00 Values Priced for Early Season Selling at

\$17.95

Poplins Gabardines Lined With Guaranteed Satin
Serges and Broadcloths

All the Newest Shades in the Snappiest of Latest Long Coat Models

Choose between a number of strictly tailored models—and fur trimmed styles. Note the superior tailoring—the guaranteed linings and the cleverness of style that proclaims these suits just what we say—\$25 values.



Seventh and Eye Streets.

House & Herrmann

CLOSE TOMORROW (LABOR DAY) AT 1 P. M.

Seventh and Eye Streets.

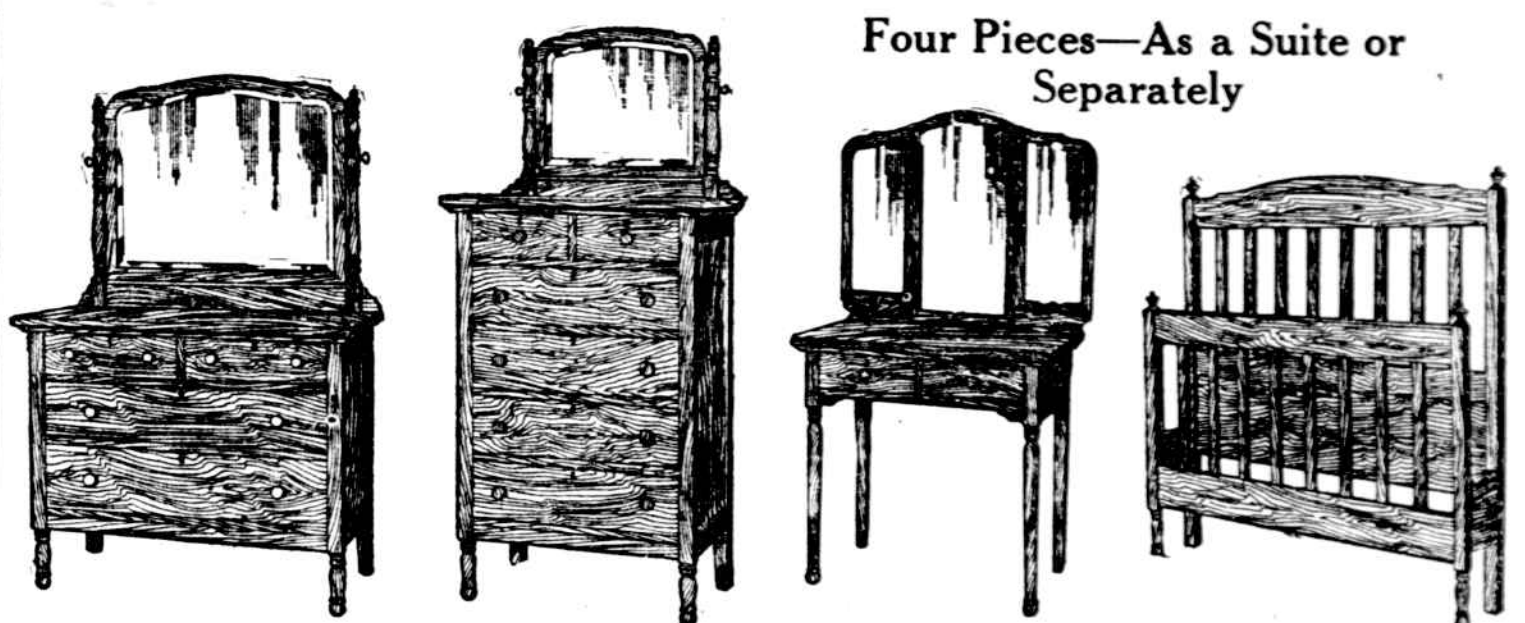
A Sequel to the August Sale

We are going to devote this week special attention to the closing out of what remain of the lots designated for the August Sale. The variety is considerable; but, of course, the quantity of any one lot is extremely limited. That which gave our August Sale its prestige—our dependable qualities—rules in these small lots now offered at the most attractive special prices. You are sure of value; and sure of saving. If there is anything needed for the house—and you find it in this week's collection of bargains—snap it up. You'll never duplicate it at the price.

Credit if you wish—don't hesitate to ask for it. You're welcome!

Very Attractive Mahogany-finished Bedroom Suite

Four Pieces—As a Suite or Separately



The very best of the Colonial designs—one that will endure in popularity; and handsomely furnish any Bedroom. The construction is superior—better than even the regular prices suggest.

Dresser	Chiffonier	Dressing Table	Bed
Regular Price, \$32.00.	Regular Price, \$30.00.	Regular Price, \$30.00.	Regular Price, \$24.00.
Special Price..... \$25.75	Special Price..... \$24.25	Special Price..... \$24.25	Special Price..... \$19.50

Buffets	Serving Tables	Kitchen Cabinets	Chairs
\$26 Fumed Oak..... \$20.75	\$18 Fumed Oak..... \$12.75	\$30 Oak..... \$25.50	A Big Variety of Chairs and Rockers
\$30 Jacobean Oak..... \$23.85	\$18 Mahogany-finish..... \$14.25	\$32 Oak..... \$27.50	For All Uses—Specially Priced.
\$35 Mahogany-finish..... \$28.00	\$22 Mahogany-finish..... \$17.50	\$35 Oak..... \$29.75	\$6.50 Jacobean Oak Side Chair..... \$6.00
\$44 Jacobean Oak..... \$35.00	\$34 Mahogany-finish..... \$27.00	\$37 Oak..... \$31.50	\$7.50 Fumed Oak Side Chair..... \$6.00
\$50 Golden Oak..... \$39.75		\$42 Gray Enamel..... \$35.00	\$10.00 Golden Oak Side Chair..... \$6.00
\$65 Mahogany-finish..... \$52.00			\$6.50 Fumed Oak Armchair..... \$6.00
\$135 Golden Oak..... \$112.50			\$10.00 Jacobean Oak Armchair..... \$6.00

Dining Tables	White Enamel Bedroom Suites
\$28 Early English, 6 ft., 45-in. top..... \$22.25	
\$40 Fumed Oak, 8 ft., 51-in. top..... \$32.00	
\$45 Golden Oak, 8 ft., 48-in. top..... \$35.50	
\$50.00 Mahogany-finish, 6 ft., 45-in. top..... \$40.00	

China Closets	Special \$53.75
\$30 Golden Oak..... \$23.85	
\$32 Fumed Oak..... \$25.50	
\$32 Mahogany-finish..... \$25.50	
\$34 Jacobean Oak..... \$27.00	
\$38 Golden Oak..... \$30.00	
\$43 Golden Oak..... \$34.25	
\$50 Mahogany-finish..... \$39.75	
\$55 Mahogany-finish..... \$43.75	
\$56 Mahogany-finish..... \$46.00	
\$67 Mahogany-finish..... \$53.25	
\$80 Mahogany-finish..... \$60.00	